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DEPARTMENT OF CITY PLANNING 450 McAllister St. - 5th Floor

(415)558-5260

NOTICE THAT AN  
ENVIRONMENTAL IMPACT REPORT  
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

DEC 6 1982

Date of this Notice: December 3, 1982

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Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister St. - 5th Floor, San Francisco CA 94102

Agency Contact Person: Jim McCormick

Tel: (415) 558-5260

Project Title: 1171 Sansome St.

Project Sponsor: Seaton Corporation /  
Vinton Corporation  
Project Contact Person: Carl Kinzel



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uction of a 13-story combined office and condominium  
t. would be used for offices and 14 condominiums would

IFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL  
This determination is based upon the criteria of the  
etary for Resources, Sections 15081 (Determining Signi-  
tory Findings of Significance) and 15084 (Decision to  
lowing reasons, as documented in the Initial Evalua-  
project, which is on file at the Department of City  
ummary of Potential Environmental Effects, p.1

Deadline for Filing of an Appeal of this Determination to the City Planning Commis-  
sion: December 13, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a  
\$35.00 filing fee.

Alec S. Bash, Environmental Review Officer

ER5 6/80





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Tel: (415) 558-5260

Project Title: 1171 Sansome St.

Project Sponsor: Seaton Corporation /  
Vinton Corporation  
Project Contact Person: Carl Kinczel

Project Address: 1171 Sansome St.

Assessor's Block(s) and Lot(s): 113/40

City and County: San Francisco

Project Description: Construction of a 13-story combined office and condominium project. About 30,000 sq. ft. would be used for offices and 14 condominiums would occupy the upper six floors.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning: See Section II. Summary of Potential Environmental Effects, p.1

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: December 13, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$35.00 filing fee.

Alec S. Bash, Environmental Review Officer





# DEPARTMENT OF CITY PLANNING

450 McALLISTER STREET • SAN FRANCISCO, CALIFORNIA 94102

FINAL INITIAL STUDY

1171 Sansome Street  
82.418E

December 3, 1982

D REF 711.4097 Sa52eL

San Francisco (Calif.).  
Dept. of City Planning.  
1171 Sansome Street :  
final initial study /  
1982.

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INITIAL STUDY  
1171 SANSOME STREET  
82.418E

I. PROJECT DESCRIPTION

The proposed project would be located on a currently vacant site at 1171 Sansome St. on Lot 40 of Assessor's Block 113 (see Figure 1, p. 2). The property is situated within the southwestern quarter of the block bounded by Sansome, Union, Calhoun and Green Sts. The property is in two zoning districts: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family). The development rights from the western (RH-3 zoning district) part of the site would be transferred to the eastern (C-2 zoning district) part; this transferral would guarantee that the western part of the site would be reserved for permanent open space. The height and bulk limits for these zoning districts are 84-E for C-2 and 40-X for RH-3. The eastern portion of the site lies within the Northern Waterfront Special Use District No. 3 and the proposed Northeast Waterfront Historic District.

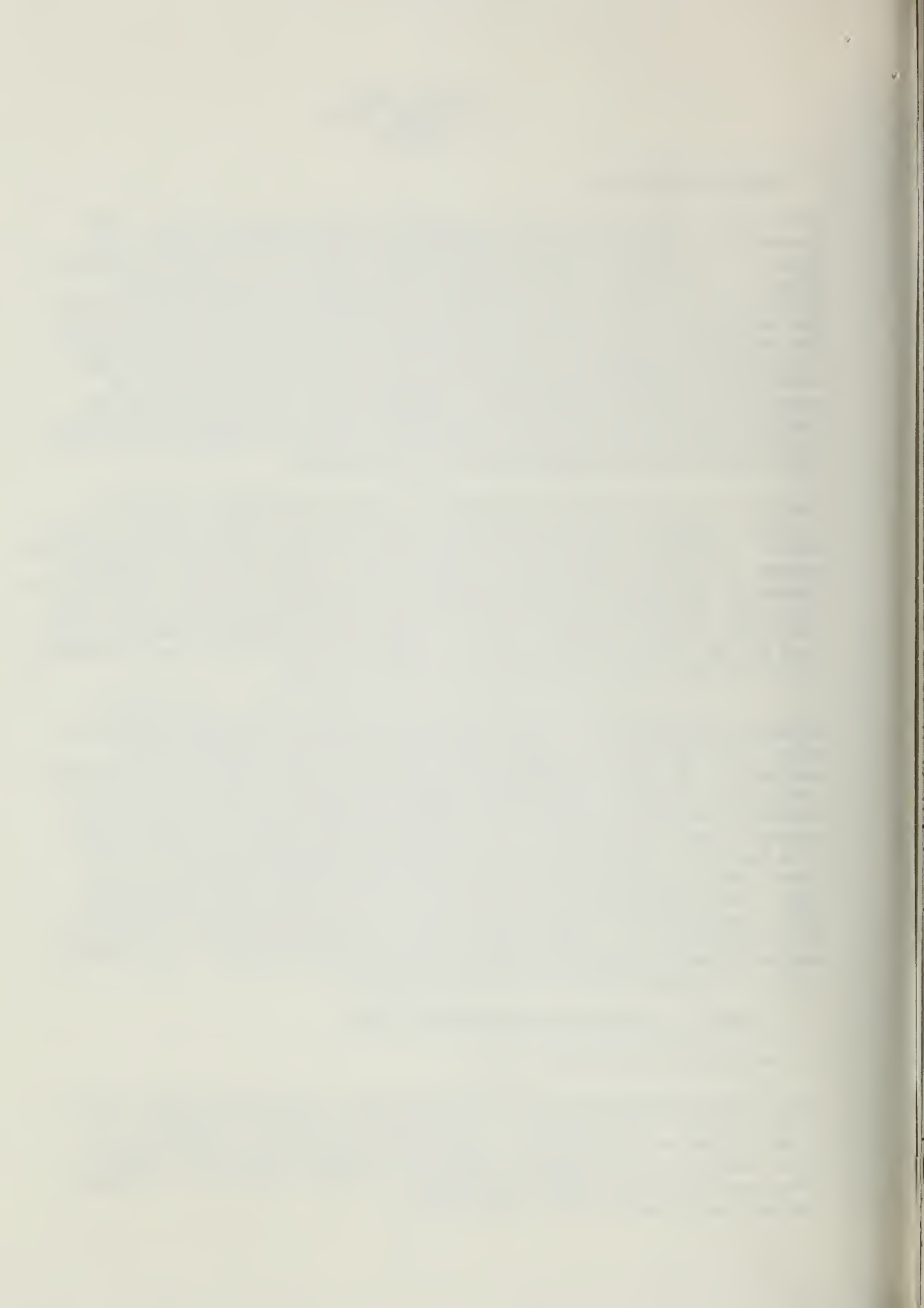
The project sponsor, Seaton Corporation / Vinton Corporation, proposes a 13-story combined office and condominium project (see Figures 2 and 3, pp. 3 and 4). The office portion would provide a permanent facility for the project sponsor and project architects, Tai Associates. These firms are currently located at 445 Bush. Parking would occupy the first two floors, offices would occupy the third through seventh floors, and residential units would occupy the eighth through thirteenth floors. Residential units would range in size from 850 sq. ft. to 1,500 sq. ft. and include one- and two-bedroom apartments, and two-bedroom flats and townhouses on the top floor.

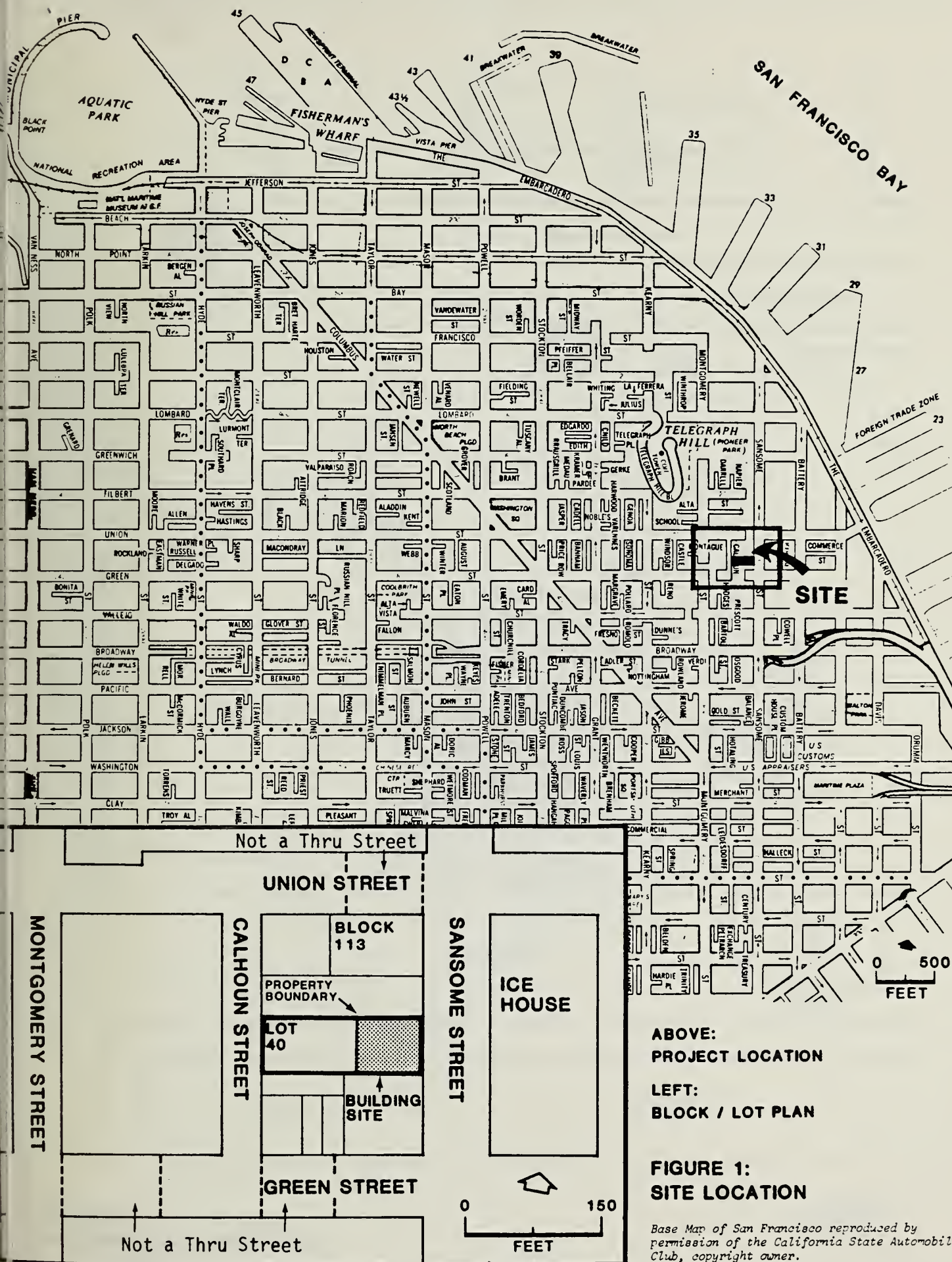
The structure would conform with the 84 ft. height limit. The building elevation from Sansome St. would be calculated from an average of the site slope. The building would step back up the hill to accommodate slope variability and the increasing slope of the site moving west from Sansome St. The overall height of the building above Sansome St. would be 122.5 ft. The highest point of the building, the penthouse, would be in the westernmost portion of the building site, the furthest removed portion of the building from Sansome St. The building would cover approximately 6,625 sq. ft. of ground area and would contain approximately 68,000 gross sq. ft. of floor area. About 30,000 gross sq. ft. would be used for offices; net leasable office area would be about 26,400 sq. ft. Residential units would occupy about 24,400 sq. ft. Twenty-eight parking spaces are planned: 14 for the exclusive use of residents; and 14 for use by office tenants. Residential, office and garage entry would be from Sansome St.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. POTENTIALLY SIGNIFICANT EFFECTS

The potential significant environmental effects identified in this Initial Study include: view blockage of Telegraph Hill; parking; geotechnical stabilization of Telegraph Hill; maintaining the natural character of the hill; energy use; and cumulative effects on traffic and growth induction. These potential effects will be analyzed in greater detail in a subsequent focused Environmental Impact Report (EIR).





**ABOVE:**  
**PROJECT LOCATION**

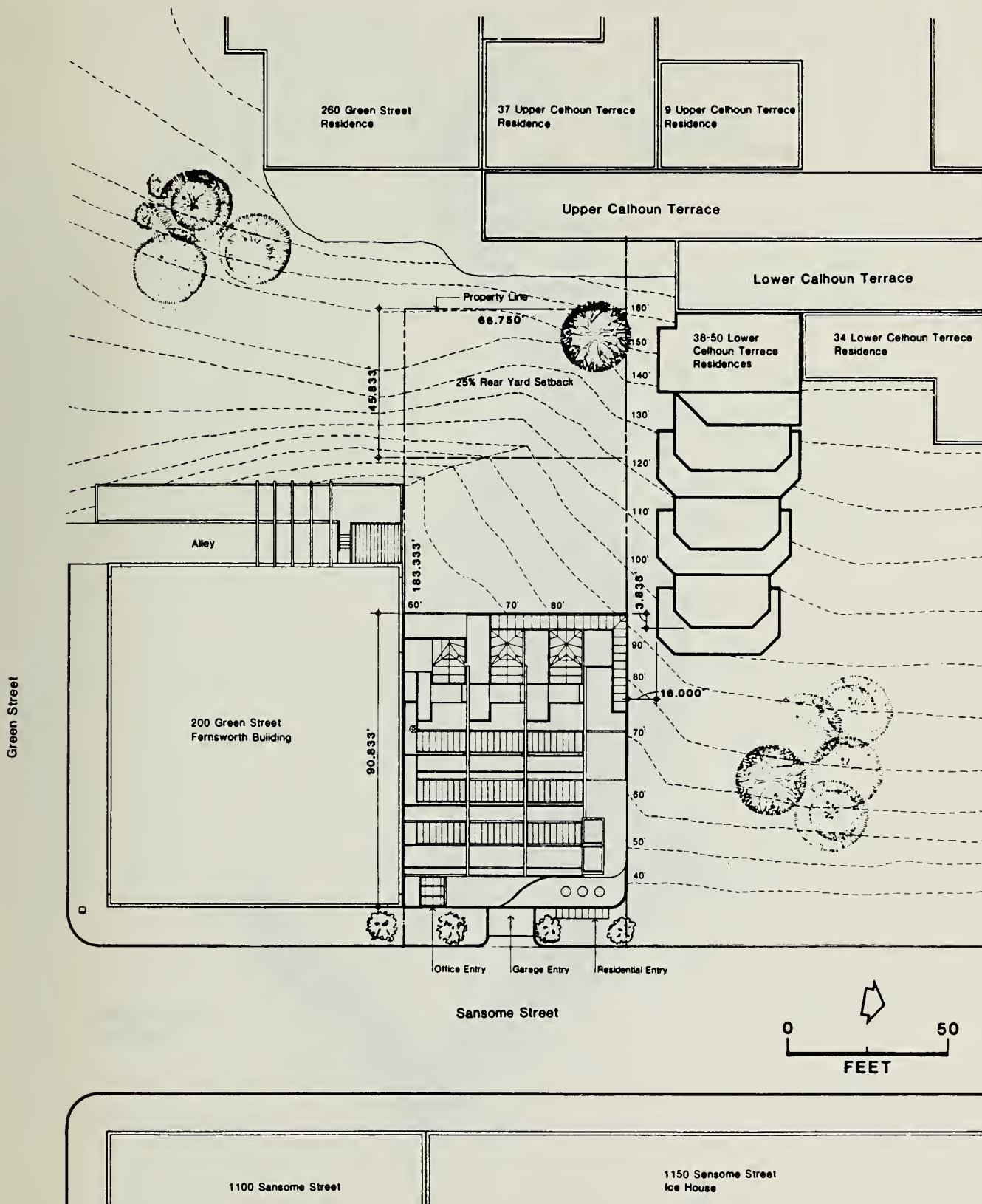
**LEFT:**  
**BLOCK / LOT PLAN**

**FIGURE 1:**  
**SITE LOCATION**

Base Map of San Francisco reproduced by permission of the California State Automobile Club, copyright owner.



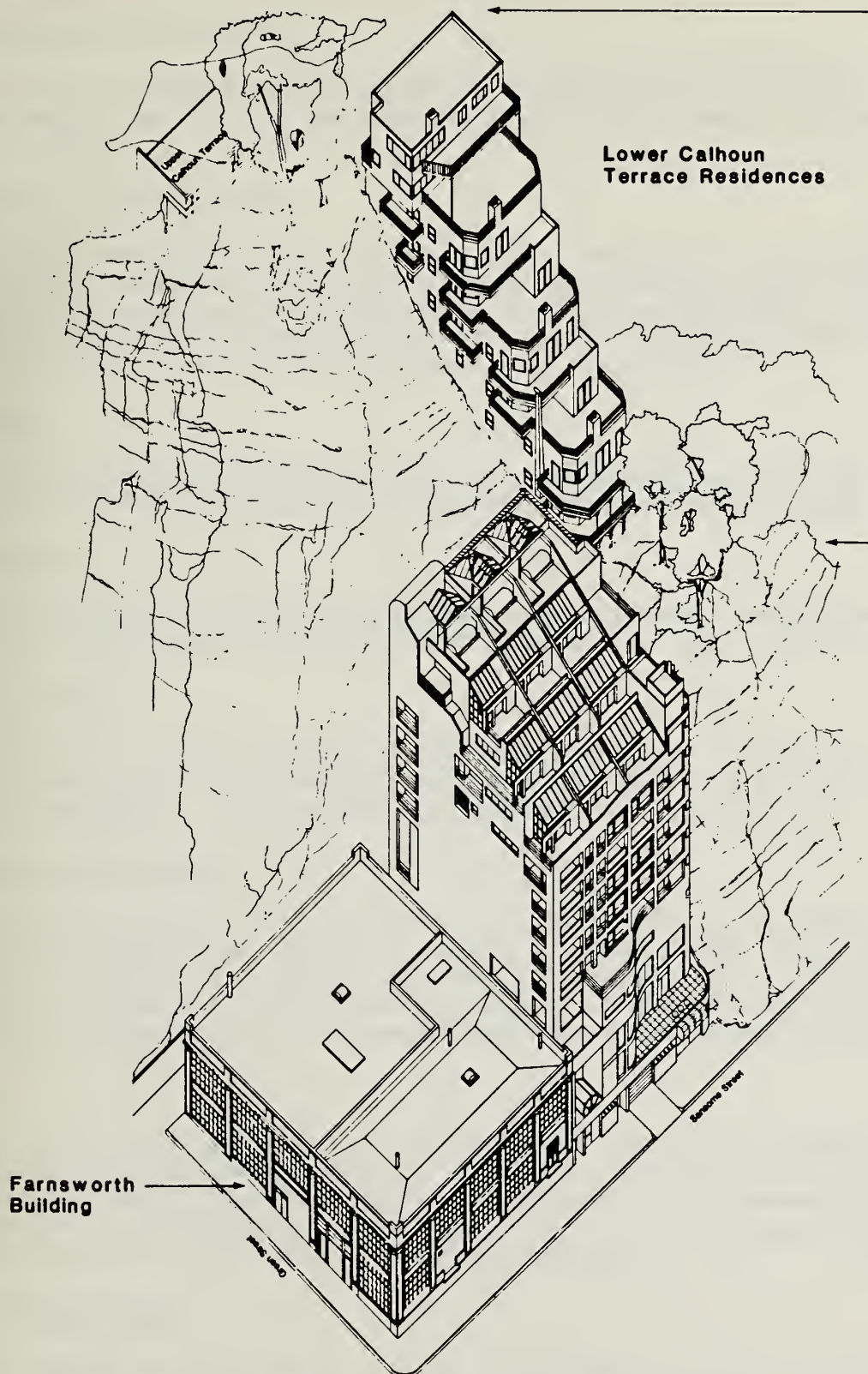




SOURCE:  
TAI ASSOCIATES / ARCHITECTS

FIGURE 2:  
SITE PLAN





SOURCE:  
TAI ASSOCIATES / ARCHITECTS

FIGURE 3:  
PROJECT DRAWING





## B. INSIGNIFICANT EFFECTS

Effects on the project determined not be be significant are listed below. These topics require no further investigation and will not be discussed in the focused EIR.

### General Plan Compatibility

The project would not conflict with the objectives and policies in the Northeastern Waterfront Plan, a part of the San Francisco Comprehensive Plan, or with other policies and objectives of the Comprehensive Plan. The project sponsor is requesting a variance from the parking the parking requirement of the C-2 District, and this will be discussed in the EIR.

### Land Use

The proposed project is similar to uses in the surrounding area and would not disrupt or divide the physical arrangement of the established community.

### Relocation

The project site is currently vacant and would not require relocation of housing or businesses or a displacement of people to clear the site.

### Housing Demand

The project is exempt from the City Planning Commission's policy of requiring office developers to provide housing because it contains less than 50,000 sq. ft. of office area. The project would also provide housing.

### Transportation Systems

The project alone would not 1) require or cause a significant change in use of existing transportation systems; 2) result in a substantial increase in traffic in relation to existing loads and street capacity; 3) alter current patterns of circulation of people or goods; 4) increase traffic hazards to vehicles or pedestrians; or 5) require construction of new public roads.

### Noise

The existing noise levels at the site would not impact the proposed office use as the noise levels are less than 65 dBA which is compatible for office use, according to the Environmental Protection Element of the Comprehensive Plan. Any potential noise effects on residential use would be mitigated by compliance with Title 25 Noise Insulation Standards.

### Air Quality/Climate

Project operation would not 1) violate any ambient air quality standard; 2) expose any sensitive receptors to air pollutants; 3) create objectionable odors; 4) result in the burning of any materials; or 4) alter any local wind, moisture or temperature regime, nor would it cast shadows on any public open spaces. The effects of construction activity on air quality can be mitigated to insignificance by appropriate measures.



## Utilities and Public Services

The increased demand for public services generated by the proposed project could be met by existing supplies and would not require additional personnel or equipment. New gas and telephone lines would be extended to the site requiring opening one lane of Sansome St. for up to one month.

## Biology

The project would not affect the existence or habitat of any rare, endangered or unique species nor would it require removal of mature scenic trees. The western portion of the site would be preserved as permanent open space.

## Water

Project construction would not 1) reduce the surface water quality; 2) change the surface runoff or drainage pattern; or 3) change the quality of the public water supply.

## Energy

The project would not substantially increase the demand on existing energy sources or affect the potential use, extraction, conservation or depletion of a natural resource.

## Hazards

The project would not increase the risk of explosion or release of hazardous substances, create or expose people to a potential health hazard or interfere with an emergency response plan. The project sponsor has agreed to the mitigation measure on p. 23 to provide a building evacuation plan which would be reviewed by the Mayor's Office of Emergency Services.

## Cultural

Project construction would not affect a known archaeological resource or cause a physical change affecting unique ethnic or cultural values. The project sponsor has agreed to the mitigation measure on p. 23 and 24 in the event that resources are uncovered during excavation.

## III. ENVIRONMENTAL SETTING

### A. GENERAL CONSIDERATIONS

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. Would the project conflict with the objectives and policies in the Comprehensive Plan (Master Plan) of the City?	<u>          </u>	<u>          </u>	<u>  X  </u>	<u>          </u>	<u>  X  </u>
2. Would the project require a variance, or other special authorization under the City Planning Code?	<u>  X  </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>  X  </u>





	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. Would the project require approval or permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?		<u>X</u>			<u>X</u>
4. Would the project conflict with adopted environmental plans and goals?			<u>X</u>		

The eastern portion of the project site lies within the Base of Telegraph Hill Area addressed in the Northeastern Waterfront Plan, a part of the Comprehensive Plan of the City. The Plan states that "Inland of the Embarcadero, residential, office and open space uses would be encouraged . . .". Objective 3 for the Base of Telegraph Hill Area is "To develop a diversity of additional activities which would strengthen the existing predominant uses in the base of Telegraph Hill area and activities which would expand the period of use, but of an intensity which would provide a relief from the adjacent downtown and Fisherman's Wharf areas." The project would respond to Policy 1 of Objective 3 which encourages "development of uses which would strengthen the area's predominant uses of professional and general offices and design-related activities." The project would also respond to Policy 2 of Objective 3 which seeks to "encourage the development of residential uses as a major use in this area. Such use should be especially encouraged immediately adjacent to Telegraph Hill and at the upper levels of commercial development." Urban Design Element issues would apply, and these will be discussed in the EIR.

The eastern portion of the project site is zoned C-2 (Community Business District) and lies within the Northern Waterfront Special Use District No. 3. Development in the area is subject to the general provisions outlined in the City Planning Code for C-2 districts, except as specifically provided in the additional regulations imposed by the provisions of the Special Use District. The western portion of the site is zoned RH-3 (Residential House Districts, Three Family). The development rights from the RH-3 zoning district of the property would be transferred to the C-2 zoning district which would guarantee the RH-3 zoning district area would be preserved as permanent open space. The project would comply with the regulations of both zoning districts except for the provision of parking as specified for the C-2 district. A variance for parking would be required under the City Planning Code as the project sponsor proposes to provide only 28 of the required 53 parking spaces.

The project site is within a part of the northern waterfront which is proposed for designation as the Northeast Waterfront Historic District. This area is of historic architectural note because it contains commercial warehouse buildings from nearly every decade of San Francisco's history and reflects the waterfront storage and maritime activities which are an important part of San Francisco business history. The ordinance designating the Northeast Waterfront Historic District was proposed by the Landmarks Preservation Advisory Board and approved by the City Planning Commission on June 23, 1982. The ordinance is currently under review by the Board of Supervisors. If the Historic District ordinance is adopted, the project would require a Certificate of Appropriateness from the City Planning Commission (CPC) which would require a recommendation from the Landmarks Preservation Advisory Board (LPAB) and a public hearing before the CPC.





As the site is currently vacant, no features of architectural or historic note would be destroyed by project development. The building height is greater than the six story range common for this vicinity, but it is located at the base of Telegraph Hill, an area where structures are closer to the high end of the range.

## B. ENVIRONMENTAL IMPACTS

Yes Maybe No N/A Disc.

### 1. Land Use. Would the proposed project:

- |  |                   |                   |              |                   |              |
|--|-------------------|-------------------|--------------|-------------------|--------------|
| a. Be different from surrounding land uses?                                | <u>          </u> | <u>          </u> | <u>  X  </u> | <u>          </u> | <u>  X  </u> |
| b. Disrupt or divide the physical arrangement of an established community? | <u>          </u> | <u>          </u> | <u>  X  </u> | <u>          </u> | <u>  X  </u> |

The project site is currently vacant. The properties surrounding the site support commercial and residential uses. South of project site is the two-story Farnsworth's Glen St. Laboratory building (California Registered Historical Landmark #941) which contains offices. Land north of the site is the unoccupied rear yard of Calhoun Terrace; this area shows substantial exposures of rock outcrop, to the corner of Sansome and Filbert Sts. where an office building at 1299 Sansome St. is currently being constructed. North across Greenwich St. is the 101 Lombard and Telegraph Landing condominium developments. Across from the project site along Sansome St. are three-to five-story buildings with office and commercial uses. The Ice House, directly across the street, is an old icehouse which has been converted to office use. On the northeast corner of the intersection of Sansome and Green Sts., south of the Ice House, is a parking garage, an auto repair shop and third-floor residential uses. North of the Icehouse is Levi Square, headquarters for the Levi Strauss Corporation. Land to the west of the site on Telegraph Hill contains single- and multi-family residential uses.

The proposed project, containing office and residential uses would, therefore, be similar in use to surrounding land uses, and would be consistent with existing development in the area. There will be no further discussion of this subject in the EIR.

Yes Maybe No N/A Disc.

### 2. Visual Quality and Urban Design.

Would the proposed project:

- |  |                   |                   |                   |                   |                   |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| a. Obstruct or degrade an scenic view or vista open to the public? | <u>  X  </u>      | <u>          </u> | <u>          </u> | <u>          </u> | <u>          </u> |
| b. Reduce or obstruct views from adjacent or nearby buildings?     | <u>  X  </u>      | <u>          </u> | <u>          </u> | <u>          </u> | <u>          </u> |
| c. Create a negative aesthetic effect?                             | <u>          </u> | <u>  X  </u>      | <u>          </u> | <u>          </u> | <u>          </u> |
| d. Generate light or glare affecting other properties?             | <u>          </u> | <u>  X  </u>      | <u>          </u> | <u>          </u> | <u>  X  </u>      |



The project has incorporated a design which focuses major windows and consequently light towards the east, an area which contains office buildings. The night lighting in the building should not generate light which would affect the uphill (to the west) views. No reflective glass is proposed for use in this structure.

The remainder of these issues will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. <u>Population/Employment/Housing.</u> <u>Would the proposed project:</u>					
a. Alter the density of the area population?	<u>X</u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>X</u>
b. Have a growth-inducing effect?	<u>      </u>	<u>X</u>	<u>      </u>	<u>      </u>	<u>      </u>
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	<u>      </u>	<u>      </u>	<u>X</u>	<u>      </u>	<u>X</u>
d. Create or eliminate jobs during construction and operation and maintenance of the project?	<u>X</u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>X</u>
e. Create an additional demand for housing in San Francisco?	<u>      </u>	<u>      </u>	<u>X</u>	<u>      </u>	<u>X</u>

The project would increase the daytime density of the area population by 110 workers. The site would also house about 28 residents. This amount of growth would not constitute a significant impact.

The site is currently vacant so relocation of houses or businesses and their occupants is not required to clear the site.

The project would create about 70 construction jobs over the 15-month construction period.

Projects containing less than 50,000 sq. ft. of office space are not subject to the City Planning Commission's Policy requiring housing by office developers. The housing demand, as calculated per Office/Housing Production Program (OHPP) is for 27 units; however, at this low a number the accuracy of the estimate is limited and does not provide a sound basis for determining a significant impact. The project also contains a housing component which would supply 14 residential units.

The project sponsor and the project architects, Tai Associates, would occupy about 40% of the office space. Project office rental rates would be about \$30 per sq. ft. per year (1982 dollars).

Possible cumulative growth induction impacts of this project will be discussed in the EIR.



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
4. <u>Transportation/Circulation.</u> Would the construction or operation of the project result in:					
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)	_____	_____	X	_____	X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	_____	_____	X	_____	X
c. Effects on existing parking facilities, or demand for new parking?	X	_____	_____	_____	X
d. Alteration to current patterns of circulation or movement of people and/or goods?	_____	_____	X	_____	X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	_____	X	_____	_____
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	_____	_____	X	_____	_____
g. Construction of new public roads?	_____	_____	X	_____	_____

#### Construction Traffic

Construction of the project would require approximately 20 months of which 2 weeks would be for site clearance, 17 weeks for site excavation and 42 weeks for concrete construction (Carl Kinczel, Tai Associates, letter communication, October 22, 1982). The remainder of the period would be for interior and exterior finishing work. About 18 trucks per day (36 one-way truck movements in or out of the project site) would be generated during the 17-week site excavation period. During the 10-month concrete construction period, an average of 2 trucks per day would be generated, except for 3 days in each of the 10 months, when up to 30 trucks would be expected for concrete pours. During the excavation and concrete pouring periods, depending on construction scheduling, trucks could queue on Sansome St. while waiting to access the site. As the parking lane would be closed during 14 months of the 20-month construction period, waiting trucks could partially block travel lanes on Sansome St. and may cause intermittent delays to through traffic.

Access to the site during construction would be from Sansome St. Marshalling and materials storage is expected to be on-site and in the parking lane fronting the site on Sansome St. There is no sidewalk in front of the site at present; pedestrian traffic would not be affected.





Utility lines and sewer lines are located in Sansome St. During construction, trenching across part of Sansome St. would be necessary to make connections to the utilities for the project. Trenching operations would be expected to take about one week and would cause minor delays to through traffic. Sansome St. is currently in good repair. The project contractor would be responsible for necessary street repair following trenching operations.

### Street Network

The project site is located on Sansome St., between Union and Green Sts. Sansome St. is one-way northbound. The closest southbound access is Battery St., which is a one-way street located one block east of the project site. Broadway, two blocks south of the site, and Bay St. to the north provide east/west links. Sansome, Battery, Broadway and Bay Sts. are all designated "Major Thoroughfares" in the Transportation Element of the City's Comprehensive Plan ("Major Thoroughfares" are defined as "crosstown thoroughfares whose primary function is to link districts within the City and to distribute traffic from the freeways"). Sansome and Battery Sts. have also been designated "Transit Preferential Streets" in the Comprehensive Plan ("Transit Preferential Street" is defined as "an important street for transit operations where interference with transit vehicles by other vehicles should be minimized").

Access to and from the Peninsula and the East Bay is via freeway ramps at Broadway and Sansome Sts. and Broadway and Battery Sts. Access to and from the North Bay is via The Embarcadero and Bay Sts.

### Trip Generation

Table 1 shows the distribution of p.m. peak hour trips by travel mode for project employees and residents. As noted on page 9, Tai Associates (the prime tenant) would occupy approximately 40% of the office floor space. Trips by employees of the prime tenant are shown separately and are based on a survey of Tai Associates employees made by Environmental Science Associates in October 1982 (on file at the Office of Environmental Review, 450 McAllister St., 5th Floor). Tai Associates is presently located at 445 Bush St. As the project location is on the fringe of the greater downtown area, is adequately served by Muni routes and as Tai Associates is expecting to move all existing employees, no change in the existing travel patterns has been assumed to occur. The project would add about 100 peak-hour trips; office uses would generate about 90 of these trips and residential uses would generate about 10 trips.

### Traffic

Traffic volumes on Sansome and Battery Sts. near the project site operate in stable flow conditions associated with Level of Service "C" or better (see 1299 Sansome St. Final EIR, San Francisco Department of City Planning, p. A-24). The intersection of Sansome and Green Sts., through which most of the new vehicle trips generated by the project would pass, operates at Level of Service "A" (the best level of operation) during the peak hour of 4:30-5:30 p.m. (based on an intersection count made by ESA, Thursday, October 7, 1982).





The project would generate 15 additional automobiles which would be expected to be distributed during the p.m. peak hour to intersections surrounding the project site. Because of the existing good levels of service on intersections surrounding the project and the low number of automobile trips generated as a result of the project, the project would not substantially affect the operations of the intersections or street system in the vicinity of the project site.

---

TABLE 1: PEAK-HOUR TRAVEL OUT OF THE DOWNTOWN AREA BY MODE

---

Mode	Prime Tenant Employees*	Office**	Residential**	Total
Auto	3	16	2	21
Muni***	18	12	6	36
BART	4	9	-	13
AC Transit	9	4	-	13
Golden Gate	3	1	-	4
Southern Pacific RR	-	2	-	2
SamTrans	-	2	-	2
Ferry	-	-	-	-
Other	-	2	4	6

\* Distribution of travel from employee survey.

\*\* San Francisco Department of City Planning, Guidelines for Environmental Evaluation - Transportation Impacts.

\*\*\* Does not include any transfers from riders on other transit carriers

SOURCE: Environmental Science Associates

---

### Transit Service

Muni. The demand for Muni service in the project area that would result from development of the project and other cumulative office buildings proposed in the project vicinity will be examined in the EIR.

Regional Transit Carriers. Golden Gate Transit operates routes to the North Bay which run on Sansome St. in front of the project site. The project would generate 4 peak-hour trips on Golden Gate Transit. A-C Transit, SamTrans, and Southern Pacific operate transit service to destinations outside San Francisco from terminals and stops south of Market St. BART provides regional transit service from stations in the Market St. Subway. Collectively, the project would add about 30 riders on these transit carriers (see Table 1) which would not substantially effect operations on the regional transit carriers.

### Cumulative Impacts

The project site is located in the northeastern portion of the City, about five blocks north of the Financial District (the northern boundary of the C-3-0 zoning district is Washington St.). Most new development proposed, approved or under construction in San Francisco is in the Financial District.



Four buildings are either under construction or proposed in the vicinity of the project site: 1299 Sansome St. is under construction; and 955 Front, the Ice House Conversion, and the Roundhouse are presently under formal review.

As of August 6, 1982, a total of 17.4 million gross square feet of new office space is proposed, approved or under construction in the greater downtown area in the City including the four developments mentioned above. Approximately 1.3 million gross square feet of existing office space would be replaced by the proposed development, resulting in about 16.1 million gross square feet of net new office space. This office growth and an accompanying 0.5 million gross square feet of new retail space would generate approximately 48,000 person trip ends (one way trips) during the weekday p.m. peak hour. The proposed project would represent an increase of 0.2% over the travel from the cumulative development.

Because of the geographic distance from the downtown where most development is occurring and the restrictions created by the topography in the project area, cumulative development downtown would not be likely to contribute to transportation effects in the vicinity of the project site. However, cumulative development would add travel to the freeway access ramps on Broadway at Battery and Sansome Sts. Intersection counts at Sansome and Broadway show the intersection to operate at level of service C (volume to capacity ratio of 0.71), during the p.m. peak hour (intersection count made by TJKM on Thursday, June 16, 1981.) Cumulative traffic additions from downtown development including those buildings in the project vicinity would raise the volume to capacity ratio to 0.77 but would not change the level of service.

The project would generate about 15 vehicle trips during the p.m. peak hour. About 50% of these trips would be to/from the Peninsula and East Bay. If most of these trips were to pass through the Broadway/Battery and Broadway/Sansome intersections, p.m. peak hour traffic volumes at these locations would increase by one percent or less. Similarly, the project would generate less than 10 p.m. peak hour vehicle trip ends to the North Bay and these trips would increase volumes at the intersection of Bay and Columbus Sts. by less than one percent. The addition of project traffic would not change intersection service levels.

Similarly, cumulative development would add travel to the regional transit carriers. Cumulative travel demand from the greater downtown area would add about 16,000 collective riders on the regional transit carriers. Thus, the 30 project riders on the regional transit carriers would be less than one percent of the cumulative demand.

The accuracy of projections contained in the cumulative transportation analyses is limited by the accumulated accuracy of the individual components. Essentially, the uncertainty in each component compounds, making the overall analysis as accurate as the least reliable component of the analysis. The base data, which are collected as a series of counts (intersection, transit ridership, parking) on individual days rather than being an annual average, is subject to seasonal variations (i.e., more people take vacations during summer months, shopping travel is highest between Thanksgiving and Christmas, fewer people walk when it rains) as well as economic variations that might result from changes in the cost of gasoline, transit fares, and parking costs. The forecast information is based upon trip generation, modal split, and trip





assignments data that are available for existing conditions. The projections do not assume any deviation from existing patterns. As travel patterns tend to be influenced by a variety of factors, including congestion (i.e., each traveler tries to find the optimum method of travelling to and from work), cost, choice of residence location, and individual preferences, the results of the transportation analysis do not reflect possible redistribution of existing travel patterns. Possible changes in traffic patterns are not considered because no reliable method exists to predict the individual choices that would aggregate into future travel patterns.

Further, as the cumulative travel demand (trip generation) analysis was based upon the various estimates for land use allocation and amount of gross floor area associated with each building, the travel estimates are sensitive to changes in the projected amount of cumulative development. The cumulative traffic and transit impact analysis is sensitive also to 1) parking price structures and fuel availability and cost, which affect the modal split; 2) future traffic management changes in the downtown area which could take the form of increased development of transit preferential streets and further restrictions of on-street parking in order to facilitate general vehicle flow; 3) future changes in the operating characteristics of each transit system, which are dependent on policy choices made at the local, regional, state and federal levels; 4) the rate of increase in intensity of land use downtown, with a resulting increase in pedestrian volumes which affect intersection capacity; and 5) changes in the pattern of residential development and choices by individual downtown workers of residence location.

In light of the above uncertainties, the quality of the available data, and the type of trip-generation model used, the overall accuracy of the travel demand projections is in the range of  $\pm 10-15\%$ . Hence, travel demand for the project, which is much less than one percent of the cumulative demand, would not be statistically measurable against the background of cumulative development.

### Parking

The availability of adequate parking for the project and other developments proposed in the area will be examined in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
5. <u>Noise.</u>					
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area?		X			X
b. Would existing noise levels impact the proposed use?			X		X
Are Title 25 Noise Insulation Standards applicable?	X				X

Project construction would take about 15 months. Site preparation and building construction would be the major noise-producing activities. These activities would temporarily result in noise levels in excess of those





currently existing in the site vicinity. Construction noise would be expected to occasionally annoy and distract residents within 100 ft. of the project site. During construction, powered equipment other than impact tools would have to comply with the San Francisco Noise Ordinance (Section 2907b) requirement of a sound level of not more than 80 dBA at 100 ft. Any impact tools and equipment would have intake and exhaust mufflers and jackhammers would be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works as required by Section 2907c of the San Francisco Noise Ordinance. Construction activities would generally occur between the hours of 8 a.m. and 5 p.m. Construction would not occur on the weekends, except for emergency situations. No construction activity would occur during the hours of 8 p.m. and 7 a.m. which would cause the noise level to exceed the ambient noise level by 5 dBA at the nearest property line. Mitigation measures to achieve these standards are described on p. 23. Pile driving would not be required as the site is underlain by bedrock.

After construction, the project would be subject to conformance with Section 2909 of the Noise Ordinance which limits fixed source noise levels for R-3 zoning districts to less than 55 dBA and for C-2 zoning districts to less than 60 dBA between the hours of 10 p.m. and 7 a.m. Noise impacts associated with the project would include operation of mechanical equipment including heating, cooling, ventilation and elevator systems, and traffic generated by the office and residential components of the project. These noise levels would not be a perceptible increase to existing noise levels.

Traffic (automobiles, trucks, and buses) is the primary source of noise at the site. Secondary sources are intermittent; they include trains on the Belt Line Railroad, aircraft and construction activities. Measurements made in the vicinity for Levi's Plaza in 1977 indicate an Ldn of less than 65 dBA. The proposed project is within acceptable limits as office development is generally considered compatible in areas with less than 65 dBA.

Title 25 noise insulation standards would be applicable because of the inclusion of housing (14 condominiums) in the project. An acoustical analysis would be performed to demonstrate that the interior CNEL requirement of less than 45 dBA with building windows closed would be met because the outdoor noise level is greater than a CNEL of 60 dBA. This acoustical analysis would be submitted to the Bureau of Building Inspection with the permit application.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
6. <u>Air Quality/Climate.</u> Would the proposed project result in:					
a. Violation of any ambient air quality standard or contribution to an existing existing air quality violation?		<u>X</u>			<u>X</u>
b. Exposure of sensitive receptors to air pollutants?			<u>X</u>		
c. Creation of objectionable odors?			<u>X</u>		
d. Burning of any materials including brush, trees, or construction materials?			<u>X</u>		



Yes Maybe No N/A Disc.

- e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?

X \_\_\_\_\_ X

Excavation and grading activities associated with project construction would generate dust emissions at the site. Sprinkling the site with water twice a day during the construction period would reduce the dust generation by 50% (see mitigation measures, p. 23). Emissions of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) from construction equipment would also occur. These emissions would not be expected to violate any ambient air quality standards.

An Air Quality Report was prepared for a nearby project of similar scale, the Roundhouse Development, which is available for public review at the Office of Environmental Review. The findings of this report are hereby incorporated by reference and summarized in the following paragraph.

Any project impact on regional air quality would be of insufficient magnitude to cause a measurable increase in ozone concentrations. Conventional monitoring or modeling methods would not be sufficiently sensitive to detect or predict any regional impact. The project-generated emissions could, in combination with other projects in the area, result in an increase of emissions that could be measured. Since the project and other development in the downtown area would not impede the control strategies of the Bay Area Air Quality Plan for the attainment of regional air quality goals in 1987, it is not expected that the resulting impacts would be sufficiently substantial to be considered significant.

Telegraph Hill creates a local microclimate by acting as a partial barrier to the prevailing westerly winds, deflecting them from a westerly to a northwesterly direction. The proposed project would not be expected to have a measurable effect on the local wind flow pattern due to the proximity of the site to the vertical rock wall on the east side of Telegraph Hill.

The project would not cast shadows on any public parks or plazas in the vicinity. A shadow analysis was conducted for December 22, the time when the sun would be lowest in the sky. The 4 p.m. analysis was not included as the project would be within the shadow cast by Telegraph Hill. At 9 a.m. and 12 noon the project would cast shadows on the deck of the lowest apartment unit of Lower Calhoun Terrace (see Figures 4A and 4B, pp. 17 and 18).

Yes Maybe No N/A Disc.

## 7. Utilities and Public Services.

Would the proposed project:

- a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following:

fire protection?

police protection?

schools?

_____	_____	<u>X</u>	_____	<u>X</u>
_____	_____	<u>X</u>	_____	<u>X</u>
_____	_____	<u>X</u>	_____	<u>X</u>





	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
parks or other recreational facilities?			X		X
maintenance of public facilities?			X		X
power or natural gas utilities?	X				X
communications systems?	X				X
water?	X				X
sewer/storm water drainage?	X				X
solid waste collection and disposal?			X		X

Fire Protection: The minimum response time from the closest fire station, located at 530 Sansome St., is 1.5 minutes. No additional personnel or equipment would be required due to project implementation (Edward J. Phipps, Assistant Chief, Support Services, San Francisco Fire Department, letter communication, October 12, 1982). The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

Police Protection: The project would increase population and property on the site, thus increasing the opportunity for crime. The area is currently served by 24-hour patrol cars originating from the Central Station. The project is not expected to generate the need for additional police services (James H. Farrell, Sergeant, Crime Analysis Unit, San Francisco Police Department, letter communication, November 19, 1982).

Schools: The project would not affect area schools. San Francisco public schools have experienced a reduction in school enrollment over the past several years and could accommodate any increase in school-age children as a result of on-site housing (San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pp. 28 and 29).

Parks: Project employees and residents would increase use of surrounding parks, open space, and recreational facilities. Recreation facilities and open space are available in the area (i.e., the waterfront, Levi's Plaza).

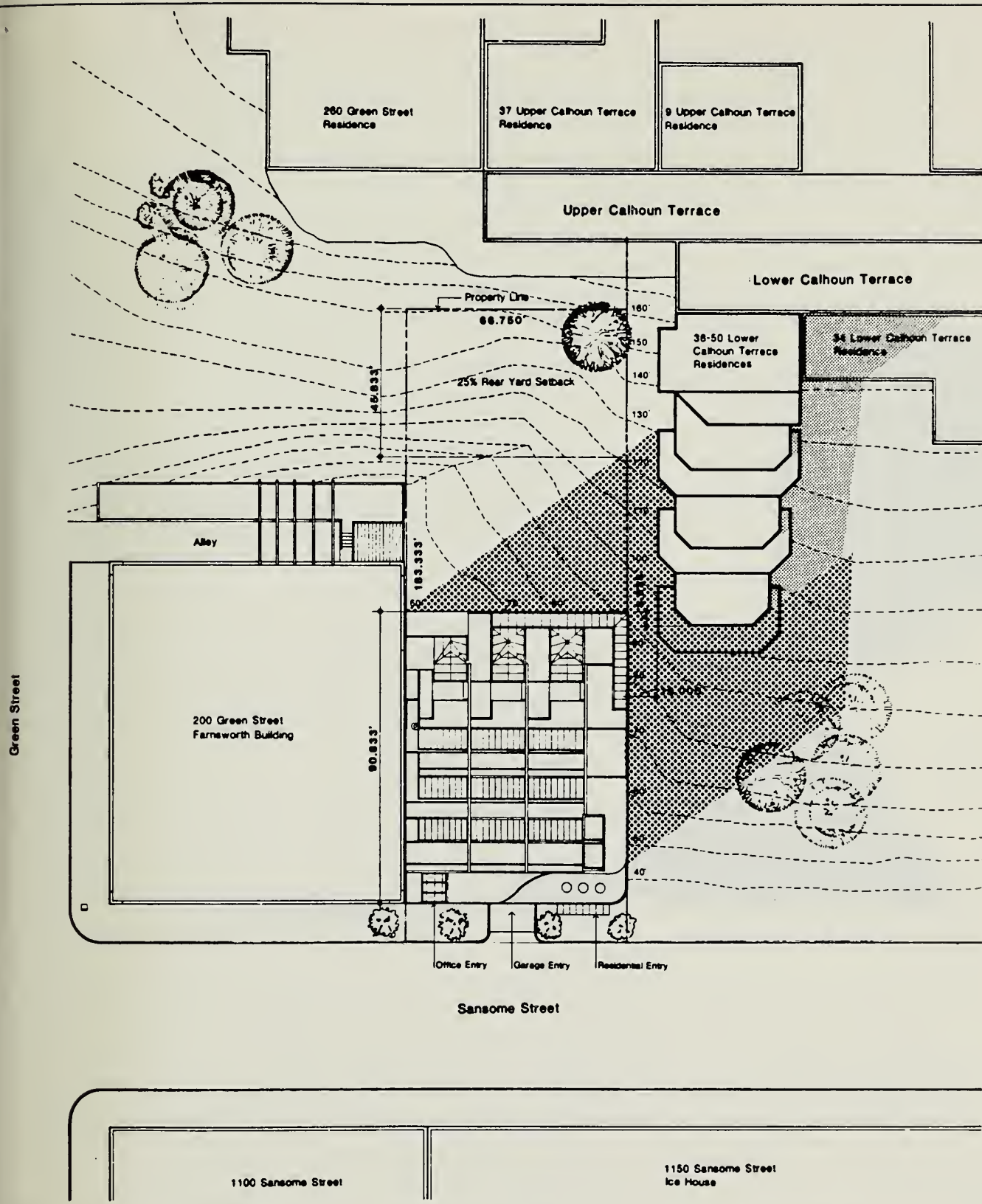
Public Facilities: The project would have no direct effect on the maintenance of public facilities.

Power or Natural Gas: Gas and electricity would be provided by Pacific Gas and Electric Company (PG&E). Gas mains would have to be extended to the project site. Street excavation would take from one to six weeks and would occur during normal working hours (Lee Cordner, Industrial Power Engineer, Pacific Gas and Electric Co., letter communication, October 15, 1982).



Communications: Telephone services would be provided by the Pacific Telephone Company. Underground cables would be placed under Sansome St. from Green St. to the project site. Excavation would take approximately two weeks to a month, would occur during normal working hours, and would close no more than one lane of traffic (Werner Ottens, Network Engineer, Pacific Telephone and Telegraph Company, letter communication, October 13, 1982).







**LEGEND**

-  NEW PROJECT SHADOW
-  EXISTING SHADOW



**FIGURE 4A:**  
**SHADOW PATTERNS -**  
**DEC. 22, 9 A.M., P.S.T.**

**SOURCE:**  
**ENVIRONMENTAL SCIENCE ASSOCIATES, INC.**



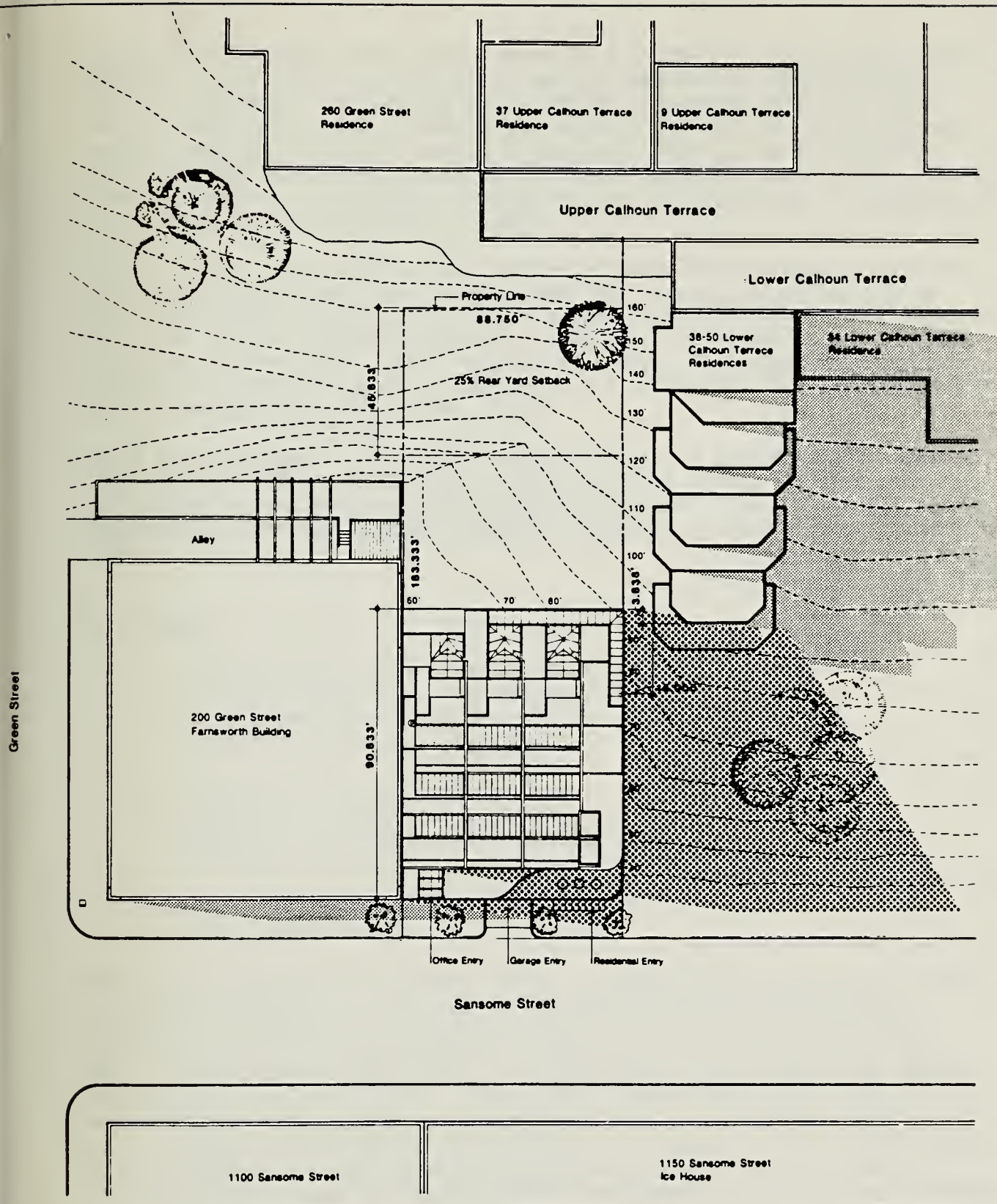


FIGURE 4B:  
SHADOW PATTERNS -  
DEC. 22, NOON, P.S.T.

SOURCE:  
ENVIRONMENTAL SCIENCE ASSOCIATES, INC.





Water: The proposed project would generate a demand for approximately 3,000 gallons of water per day. An 8-inch main on Sansome St. would serve the project. Connection activities would involve excavation over a five-day period, would occur during normal working hours and involve closure of one traffic lane on Sansome St. during excavation. The San Francisco Water Department would be able to meet the demand of 3,000 gallons of water per day from the project (Cy Wentworth, Estimator, San Francisco Water Department, letter communication, October 14, 1982).

Sanitary Sewer: The project would generate about 3,000 gallons per day of dry-weather wastewater flows. Wastewater from the site flows through an 8.5-ft. diameter circular sewer under Sansome St. to the North Point Treatment Plant for primary treatment and later is transported to the Southeast Plant for secondary treatment. San Francisco wastewater facilities have adequate capacity to serve this project (Nathan Lee, San Francisco Clean Water Program, letter communication, October 22, 1982).

Solid Waste Disposal: The project would generate an estimated 100 pounds of solid waste per day. Golden Gate Disposal Company serves the site and anticipates no problems in meeting collection demand (Peter Gardella, Vice President, Golden Gate Disposal Company, telephone communication, October 20, 1982).

Yes Maybe No N/A Disc.

## 8. Biology

- a. Would there be a reduction in plant and/or animal habitat or interference with the movement of a migratory fish or wildlife species?

X                      X

- b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?

              X              

- c. Would the project require removal of mature scenic trees?

              X              

The vacant site supports a diverse array of weedy plants which in turn harbor a variety of wildlife. A cursory survey of the site by John Kipping, Biologist for Audubon Canyon Ranch on October 26, 1982 produced 60 plant species, most of which are introduced weeds or ornamentals and only one of which is a California native plant. These plants provide cover and feeding habitat for birds and mammals. The eastern part of the site is more heavily vegetated than the western part which is covered with a fairly continuous cover of talus and the shear rock wall face of Telegraph Hill. Small shallow areas of soil on the rock face support sparse growth of ivy and fennel. A mature eucalyptus tree is located in the northwestern portion of the property; it would not be affected by project development.

The site is primarily valuable to wildlife because it provides a refuge of open space in a heavily urbanized area. Numerous songbirds nest and feed in the weedy vegetation and other "garden" birds such as flickers and hummingbirds are abundant. Several species of hawks have been observed in the area (John Kipping, letter of October 26, 1982).





Wildlife observed on the site include a few species of sparrows, mourning doves, and pigeons. The vertical rock face is probably used during the breeding season by swallows and other cliff-nesting birds. The western part of the site would be permanent open space as it's development rights would be transferred to the building site on the eastern part of the property. Any wildlife currently residing within the proposed building footprint would be displaced; however, birds could continue to use Telegraph Hill for nesting and habitat.

No rare or endangered species of plant or animal is known to exist at this site.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
9. <u>Land.</u> (topography, soils, geology) Would the proposed project result in or be subject to:					
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion and liquefaction)	X				
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops.)	X				
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	X				

These issues will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
10. <u>Water.</u> Would the proposed project result in:					
a. Reduction in the quality of surface water?			X		
b. Change in runoff or alteration to drainage patterns?			X		
c. Change in water use?	X				X
d. Change in quality of public water supply or in quality or quantity (dewatering) of ground water?			X		

Much of the site is covered with impermeable material. The shear rock face of Telegraph Hill occurs in the western portion of the site and a fairly continuous talus cover (fallen weathered rock fragments which have collected to form a slope at the foot of Telegraph Hill) extends to the central and eastern portions of the site. Runoff would continue to drain into the combined City stormwater/ sanitary sewer system.



The proposed project would generate a demand for about 3,000 gallons of water per day. This demand can be met by the San Francisco Water Department.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
11. <u>Energy/Natural Resources:</u> Would the proposed project result in:					
a. Any change in consumption of energy?	<u>X</u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>X</u>
b. Substantial increase in demand on existing energy sources?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>

Changes in energy consumption will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
12. <u>Hazards.</u> Would the proposed project result in:					
a. Increased risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health or safety?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>
b. Creation of or exposure to a potential health hazard?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>
c. Possible interference with an emergency response plan or emergency evacuation plan?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>X</u>

The project sponsor has agreed to the mitigation measure on p. 23 to provide a building emergency evacuation plan which would be coordinated with the City's emergency plan through the Mayor's Office of Emergency Services.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
13. <u>Cultural.</u> Would the proposed project:					
a. Include or affect a historic site, structure or building?	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>	<u>X</u>
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>









Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the OES and implemented by building management before issuance by the Department of Public Works of final building permits.

### Cultural

5. Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree to: 1) require the project contractor to notify the Environmental Review Officer and the President of the Landmarks Advisory Board; 2) require that the contractor suspend construction in the area of the discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) that if feasible mitigation measures are identified they be implemented by the project sponsor.

Other measures will be included in the EIR as appropriate.

#### D. ALTERNATIVES:

<u>Yes</u>	<u>No.</u>	<u>Disc.</u>
<u>X</u>	<u>          </u>	<u>X</u>

Were other alternatives considered?

Other alternatives considered were:

1. No project
2. An all office development providing 28 off-street parking places.
3. An office and condominium development providing 53 parking spaces, without the need for a parking variance.

These alternatives will be analyzed in the EIR.

#### E. MANDATORY FINDINGS OF SIGNIFICANCE:

<u>Yes</u>	<u>No</u>	<u>Disc.</u>
<u>          </u>	<u>X</u>	<u>          </u>
<u>          </u>	<u>X</u>	<u>          </u>

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?



- 

- X

- X      X

A potential public controversy exists concerning the effect of development on the geologic stability and visual/aesthetic qualities of Telegraph Hill.

On the basis of this initial evaluation:

       I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

       I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers \_\_, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

  X   I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

December 3, 1982

Date \_\_\_\_\_

## Assistant Director-Implementation

for

Dean Macris  
Director

Robert W. Passmore <sup>ALB</sup>  
Robert W. Passmore





## IV. DISTRIBUTION LIST

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Sacramento, CA 95814

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Hotel Claremont  
Berkeley, CA 94705

Bay Area Air Quality Management  
District  
939 Ellis Street  
San Francisco, CA 94109  
Attn: Irwin Mussen

California Archaeological Site Survey  
Regional Office  
Northwest Information Center  
Department of Anthropology  
Sonoma State University  
Rohnert Park, CA 94928  
(707) 664-2494

CITY AND COUNTY OF SAN FRANCISCO

San Francisco City Planning Commission  
450 McAllister Street  
San Francisco, CA 94102  
Attn: Lee Woods

Landmarks Preservation Advisory Board  
450 McAllister Street  
San Francisco, CA 94102  
Attn: Jonathan Malone  
Philip Choy  
Elizabeth de Losada  
David M. Harley  
Carolyn Klemeyer  
Jean E. Kortum  
Patrick McGrew

Bureau of Building Inspection  
450 McAllister Street  
San Francisco, CA 94102  
Attn: Robert Levy, Superintendent

Water Department  
Distribution Division  
425 Mason Street  
San Francisco, CA 94102  
Attn: George Nakagaki, Manager

San Francisco Committee for Utility  
Liaison  
on Construction and Other Projects  
(CULCOP)  
c/o GES - Utility Liaison  
City Hall, Room 363  
San Francisco, CA 94102  
Attn: Mr. Joseph Corollo

San Francisco Department of Public  
Works  
Traffic Engineering Division  
460 McAllister Street  
San Francisco, CA 94102  
Attn: Scott Shoaf

San Francisco Fire Department  
260 Golden Gate Avenue  
San Francisco, CA 94102  
Attn: Ed Phipps, Chief  
Division of Planning & Research

San Francisco Municipal Railway  
MUNI Planning Division  
949 Presidio Avenue, Room 204  
San Francisco, CA 94115  
Attn: Peter Straus

Public Utilities Commission  
Bureau of Energy Conservation  
949 Presidio Avenue, Room 111  
San Francisco, CA 94115  
Attn.: Robin Calhoun, Director

San Francisco Public Utilities  
Commission  
City Hall, Room 287  
San Francisco, CA 94102  
Attn: Mr. Richard Sklar



San Francisco Real Estate Dept.  
450 McAllister Street, Room 600  
San Francisco, CA 94102  
Attn: Mr. Wallace Wortman  
Director of Property

Mayor's Economic Development Council  
480 McAllister Street  
San Francisco, CA 94102  
Attn: Mr. Richard Goblirsch

#### GROUPS AND INDIVIDUALS

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790 Market Street  
San Francisco, CA 94102

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San Francisco, CA 94102

Brobeck, Phleger, Harrison  
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San Francisco, CA 94133

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San Francisco, CA 94111  
Attn.: Mr. J. Del Valle

Downtown Association  
582 Market Street  
San Francisco, CA  
Attn: Mr. Lloyd Pflueger

Downtown Senior Social Services  
295 Eddy Street  
San Francisco, CA 94102

Environmental Impact Planning  
319 Eleventh Street  
San Francisco, CA 94103

Environmental Science Associates  
1291 E. Hillsdale Blvd.  
Foster City, CA 94404  
Attn: Jo Julin

Environmental Simulation Laboratory  
316 University Hall  
University of California  
Berkeley, CA 94720  
Attn.: Peter Bosselman

Friends of the Earth  
1045 Sansome Street #404  
San Francisco, CA 94111  
Attn: Connie Parrish

The Foundation for San Francisco's  
Architectural Heritage  
2007 Franklin Street  
San Francisco, CA 94109  
Attn: H. Grant Dehart  
Executive Director





Charles T. Gill  
315 Ivy Street  
San Francisco, CA 94102

Gruen Gruen + Associates  
564 Howard Street  
San Francisco, CA 94105

Heller, Ehrman, White & McAuliffe  
44 Montgomery Street - 32nd Floor  
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San Francisco, CA 94103

Robert Meyers Associates  
5826 Balboa Drive  
Oakland, CA 94611

Mr. Gerald Owyang  
1517 Reed Avenue #2  
San Diego, CA 92109

Kay Pachtner  
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San Francisco, CA 94122

Pillsbury, Madison & Sutro  
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San Francisco, CA 94120  
Attn: Abby Staebler

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David P. Rhoades  
44 Montgomery Street - Suite 547  
San Francisco, CA 94104

San Francisco Beautiful  
41 Sutter Street  
San Francisco, CA 94104  
Attn: Mrs. H. Klussmann, President

San Francisco Building and  
Construction Trades Council  
400 Alabama Street, Room 100  
San Francisco, CA 94110  
Attn: Stanley Smith

San Francisco Chamber of Commerce  
465 California Street  
San Francisco, CA 94105  
Attn: Richard Morten

San Francisco Ecology Center  
13 Columbus Avenue  
San Francisco, CA 94111



San Francisco Junior  
Chamber of Commerce  
251 Kearny Street  
San Francisco, CA 94104

San Francisco Labor Council  
3068 - Sixteenth Street  
San Francisco, CA 94103  
Attn: Bernard Speckman

San Francisco Planning &  
Urban Research Association  
312 Sutter Street  
San Francisco, CA 94108

San Francisco Convention &  
Visitors Bureau  
1390 Market Street, Suite 260  
San Francisco, CA 94102  
Attn: George D. Kirkland, Executive  
Director

San Francisco Forward  
690 Market Street  
San Francisco, CA 94104  
Attn: Frank Noto

San Franciscans for Reasonable Growth  
88 First Street, #600  
San Francisco, CA 95105  
Attn: C. Imparato

John Sanger & Associates  
2340 Market Street  
San Francisco, CA 94114

Ms. Schick  
1360 Montgomery Street, #5  
San Francisco, CA 94113

Senior Escort Program  
South of Market Branch  
814 Mission Street  
San Francisco, CA 94100  
Attn: Neighborhood Coordinator

Mr. Verner L. Shea  
1560 Wedgewood Drive  
Hillsborough, CA 94010

Sierra Club  
530 Bush Street  
San Francisco, CA 94105  
Attn: Becky Evans

Kent E. Soule  
1180 Filbert Street, #204  
San Francisco, CA 94109

Telegraph Hill Dwellers Assn.  
288 Union Street  
San Francisco, CA 94133  
Attn.: Jerrold Petruzelli

Telegraph Hill Neighborhood Assn.  
660 Lombard Street  
San Francisco, CA 94133  
Attn.: Peter Gibb, Director

Telegraph Hill Survival Association  
350 Green Street  
San Francisco CA 94133  
Attn.: Gene Morzenti, President

Telegraph Landing Homeowner's Assoc.  
150 Lombard Street  
San Francisco, CA 94111  
Attn.: Ms. Susan Selman

Telegraph Landing  
150 Lombard Street  
San Francisco, CA 94111  
Mr. Kevin Wiley, Manager

Tenants and Owners Development Corp.  
230 - Fourth Street  
San Francisco, CA 94103  
Attn: John Elberling

Paul Thayer  
1033 Stanyan  
San Francisco, CA 94117

Timothy A. Tosta  
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San Francisco, CA 94105

Steven Weicker  
899 Pine Street, #1610  
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Jeff Vance  
Campeau Corp. Calif.  
681 Market Street  
San Francisco, CA 94105

San Francisco Tomorrow  
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San Francisco, CA 94105  
Attn: Mrs. Suzanne Smith

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San Francisco, CA 94133

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415 Sansome St.  
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San Francisco, CA 94103  
Attn: Marshall Kilduff

San Francisco Examiner  
110 - Fifth Street  
San Francisco, CA 94103  
Attn: Gerald Adams

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San Francisco, CA 94103  
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Stanford, CA 94305

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